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PRICE, 20 CENTS.

The Wheelman's Hand-Book OF Essex County, Mass.

THIRD EDITION,

THOROUGHLY REVISED AND ENLARGED.

George Chinn, Beverly, Mass.

Class F72
Book E7C6

THE

WHEELMAN'S HAND-BOOK

OF

ESSEX COUNTY,

MASSACHUSETTS:

CONTAINING SKETCHES OF THE CITIES AND TOWNS OF THE COUNTY, WITH MENTION OF THEIR OBJECTS OF INTEREST, HOTELS, 'CYCLING CLUBS, LEAGUE OFFICIALS, ROAD ROUTES, ETC. ALSO, SKETCH OF THE LEAGUE OF ESSEX COUNTY WHEELMEN, AND A CHAPTER ON WHEEL LITERATURE.

BY

GEORGE CHINN.

THIRD EDITION.

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BEVERLY, MASS.
1886.

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By George Chinn.

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Citizen Steam Press.

INTRODUCTORY.

In presenting the third edition of this little work to the wheeling and touring public, the compiler desires to acknowledge his thanks for the favor accorded the two previous issues.

In this edition he has labored to overcome some of the deficiencies of the former issues, and has introduced among other new features one which will be particularly appreciated by the tourist, and that is the giving of distances from each place in the county to all adjoining places; the points to which distances are given being the centers of towns, unless otherwise stated. In the matter of hotels, the best one in each place is invariably given.

Another new feature is the chapter devoted to the literature of the wheel, which, doubtless, will be of no little interest to many readers.

In preparing this hand-book, accuracy has been aimed at, and, in the main, the information given may be relied upon, although no claim is made that the pages are absolutely free from errors.

The book has had a thorough revision, and many portions have been entirely rewritten, the compiler having had material assistance from several competent persons, and he here presents the result as likely to prove of value not alone to the wheelman, but to the general tourist as well.

The compiler gratefully acknowledges the courtesy of the many kind friends who so willingly assisted him in the preparation of this little work, not forgetting the advertising patrons whose announcements form so prominent and, he hopes, not unattractive a feature of the work.

Beverly, Mass.,
June 30, 1886.

The Wheelman's Hand-book of Essex County.

AMESBURY.

Amesbury is situated in the northern part of the county, about 40 miles from Boston, and, by the recent annexation of a portion of Salisbury to the town, now has a population of about 10,000. Its chief industry is the manufacture of carriages and woolen goods. For points of interest, take opportunity to go through a carriage shop and see the vehicle in its various stages of manufacture. Also visit the home of John G. Whittier on Friend street, and Powow Hill from which a fine view may be obtained. In the matter of hotels, the Mascot and American houses on Main street are both of good grade, the former making a discount to wheelmen.

There is no club at present, the one formerly existing here having disbanded; but there are over one hundred and thirty riders, many of whom are enthusiastic and contemplate early organization. George L. Knights & Co., dealers in bicycles in Post-office block, Main street, will be pleased to meet wheelmen and give them any desired information. They repair wheels and furnish parts of all kinds. Visiting wheelmen may leave their

machines with them while in town and they will receive the best of care, free of expense. A pleasant evening may be spent at their shop, as riders will always be found there.

The roads of Amesbury, as a rule, are poor, both in the town proper and its approaches. In the town they are full of projecting stones, and on the outskirts are composed mostly of sand. For Salisbury Point (1 m.) and Newburyport (5 m.), proceed up Main street, taking left. For Merrimac (5 m.), West Newbury (7 m.) and Haverhill (10 m.), the same, taking right at Bartlett's Corner; or, for West Newbury, pass to Newburyport, take right of three roads next to bridge, then left, then right on main road; or, take center of three roads, then first right at junction of next three. The roads are about the average of country roads. For Portsmouth, N. H. (18 m.), take Elm street and proceed to East Salisbury (4 1-2 m.), then follow the telegraph poles over a good road, passing through Seabrook (6 m.), Hampton Falls (8 m.) and Greenland (15 m.).

ANDOVER.

Andover is one of the most beautiful towns in the county. It is situated on the Merrimac and Shawshin rivers, several miles away from the salt-water, and abounds in extensive views of country scenery. Yet it is a flourishing manufacturing town, the principal manufactures being thread, twine and woolen goods, and it is also said that the first powder made in New England was produced here. The last census credits Andover with 5,711 inhabitants. For railroad facilities, the Bos-

ton and Maine road runs through the town. There are two hotels and several boarding-houses in the place, but the hotel best adapted to the wheelman's wants is the Elm House, in the center of the town. Should any repairs to the wheel be necessary, John Loring, opposite Town Hall, will attend to them. Andover is the seat of Phillips Academy, Theological Seminary and Abbott (female) Academy, all of which are situated on Zion's hill which commands a magnificent view of the Merrimac valley, the city of Lawrence and the distant hills of New Hampshire. On Zion's hill may also be seen the homes of the noted authors, Miss Elizabeth Stuart Phelps and Mrs. Harriet Beecher Stowe.

There are several wheelmen in town, but the only club is that at Phillips Academy, known as the Phillips Academy Bicycle Club, which was formed about the first of May, 1881. No names of officers are given, as elections occur semi-annually — in the spring and fall. John Daland, Jr., has been appointed L. E. C. W. executive.

The surface of the town is uneven, forming gentle eminences and long handsome valleys. The roads are generally very good for riding, but inclined to be soft during dry weather. The southern part of the town is quite sandy, especially through the Reading woods. Go through the "elm arch," running parallel with Main street, from Salem to Chapel street, for a delightful ride. From the center of the town, take Elm street for North Andover (3 1-2 m.), — road good; Central street for Ballardvale (3 m.), — road fair; Main street for Lawrence (4 m.) and Methuen (5 m.), — road good; Salem street for North Reading (6 m.) and Lynn (16 m.), — fair roads.

BEVERLY.

A busy shoe manufacturing town is Beverly, having a population of something less than 10,000. Farming, too, forms an important portion of its industries. It is also noted as a quiet summer resort; the shore, with its forests extending to the water's edge, half-hiding the many elegant villas and stately mansions which dot the landscape, being unsurpassed along the Atlantic coast for natural beauty of scenery. The town is amply provided with railroad facilities, both steam and horse; but in the matter of hotels it is sadly deficient, there being none but third-rate houses in the place, of which the Avenue House on Railroad avenue is probably the best. The town is not especially rich in objects of historic interest; however, the handsome Soldiers' Monument in Abbott street is worth looking at. At the beach steps, foot of Washington street, is a pavilion where the tourist may rest and enjoy the beautiful views of sea and shore. In fact, all along the shore road to Manchester the scenery is most attractive. Note the fine view from the reservoir at North Beverly.

There is a large club in town, the Thorndike Bicycle Club, with rooms in Atlantic block, Cabot street, which are the handsomest and most complete quarters of any 'cycling club in the county. The club was organized April 19, 1881. It elects officers annually, Charles J. Baker being president and Louis L. Dodge secretary at the present time. J. Elmer Wood is L. A. W. consul and is located at the shop of John Wood, Jr., corner of Pleasant and Rantoul streets, where disabled wheels will receive the attention of thoroughly competent machinists. This place is a favorite rendezvous of wheelmen and

visitors are always sure of a cordial welcome. George Chinn, representative of the L. A. W. and treasurer of the L. E. C. W., may be found at the *Citizen* office, Lefavour block, Cabot street. Mr. Baker has been appointed L. E. C. W. executive.

The roads about town are quite hard and compare favorably with those in the neighboring places. For Beverly Farms (4 m.) and Manchester (7 1-4 m.), take Hale street from the Soldiers' Monument. For Wenham (4 m.), take Cabot street, following horse-railroad track, and take the first right-hand turn after Kittredge's Crossing, which is the first double-track crossing. For Danvers (4 m.), take Elliott street from Cabot or Rantoul, — a straight road; or, past the railroad station, following Bridge street, straight ahead (3 m.). For Salem (2 m.), take Cabot street and cross the bridge into Bridge street, Salem, thence turning into Winter street, Washington square and Brown street, to Washington street. These roads are all fully up to the average, — pretty hard.

BOXFORD.

Boxford is a town of 840 inhabitants, and is divided into two parishes which are about six miles apart. Boxford proper, or the first parish, is about twenty-four miles from Boston and is touched by the Newburyport branch of the Boston and Maine Railroad. The Redington House accommodates transient guests, but in West Boxford there are no places of entertainment. There are no objects of interest, unless one wishes to view the interesting process of match manufacturing at the factory of

Byam & Co. Few wheelmen in the place and no club. The roads are generally pretty level and hard, with but few hills.

Routes from East Boxford: – Start from square, and go south-east for Topsfield (3 m.); west for North Andover (6 1-2 m.); north-east for Georgetown (5 m.); east for Rowley (8 m.). From West Boxford:—Start from square, and go north-west and west for North Andover (4 m.); north-east and north for Bradford (3 m.); south-east, east and north-east for Groveland (2 1-2 m.); east and south-east for Georgetown (4 1-2 m.). Roads generally good.

BRADFORD.

This is a pretty town of 3,106 inhabitants. There is no business in the place, Haverhill furnishing its people with employment. The railroad facilities are the same as at Haverhill. Bradford Academy, a young ladies' seminary, is located here and is an object of considerable interest to many young wheelmen. There is no club in the town and but few riders, the roads are so poor, being sandy, and good only in damp weather. The sidewalks are tempting, but if wheelmen are discovered on them it will be to their sorrow. There is no hotel in the place. For routes to adjoining places, see Haverhill.

DANVERS.

This is a quiet country town, with a population of 7,061, the principal business being shoe manufacturing,

although considerable attention is given to market gardening. Both the Eastern and Western divisions of the Boston and Maine Railroad run through the town in addition to the horse-cars which connect with Peabody, and Salem. There are many beautiful summer residences in Danvers and a run around the suburbs is full of interest. See the Endicott pear-tree, planted in 1630, at Danversport; also the monument at Tapleyville, to Rebecca Nourse, a victim of the witchcraft delusion. "Oak Knoll" is the summer home of the poet Whittier. From Hathorne hill, where the lunatic hospital is located, a magnificent view can be had in every direction. There is a good public house, the Hotel Danvers, corner of High and Conant streets, which is the league house and is pleasantly situated.

The Danvers Bicycle Club (organized April 28, 1884) is a wide-awake organization and wheelmen always receive a cordial welcome at its rooms in Maple street. John C. Brainard is president and Albert G. Allen, Jr., secretary. There is a riding park in the center of the town which has been used to some extent as a racing track and little repairing will put it in good condition.

Danvers is a fine place for wheeling, the roads being hard and smooth. The roads running out of the town are all good. Start from Hotel Danvers. For Salem (4 1-2 m.), take High and Water streets, and turn into Margin street, Peabody, which runs into North street, Salem. For Peabody (3 1-8 m.), take Elm and Sylvan streets, and keep straight ahead. For Beverly (4 m.), take Conant and Elliott streets. For North Beverly (2 m.), follow Conant street all the way. For Middleton (4 m.), follow Maple street. For Topsfield (5 m.), take Maple and Locust streets, keeping to main road un-

til Newburyport turnpike is reached. The turnpike is generally poor in summer. For Wenham (4 m.), take Maple and Locust streets, turn into Wenham street, cross railroad track and follow main road.

ESSEX.

Essex is a town of 1,722 inhabitants, situated 27 miles from Boston, and claiming for its industries, ship-building, farming, fishing and the manufacture of shoes. The Boston and Maine Railroad passes through the town. There is no hotel, but strangers are accommodated by Joseph W. Andrews, at the house at the eastern end of the Long Causeway. Centennial Grove, a resort for picnic parties, is on the border of Chebacco Lake, the latter a beautiful body of water. There are several wheelmen in the town, who, undoubtedly, would willingly assist the tourist.

The roads are generally good, although liable to be muddy or dry, as the elements may determine. For Gloucester (7 m.), take Main street, left on Eastern avenue; for Manchester (4 1-2 m.) and Beverly (12 m.), Main street, right on Southern avenue; for Ipswich (5 m.), start from post-office, up Main street, Northern avenue, and keep on main road, taking left-hand road near school-house, then keep to right.

GEORGETOWN.

This is a thriving little town of 2,299 inhabitants, the manufacture of boots and shoes being the principal busi-

ness. It has good railroad communications. The principal objects of interest are Baldpate hill (which is the highest point of land in Essex County, the summit affording an excellent view of the surrounding country), the Memorial Church, Peabody Library, and Library Hall. The hotel is the Pentucket House. There are several two and three wheelers in the town, but no club has been formed.

The roads are good, being of hard riding surface, with one exception: between the town and South Groveland, through the woods for a mile or two where the wheelman encounters a soft, sandy road. In all other directions, the roads are exceptionally good. For Rowley (6 m.), take south-eastern road from square in front of Pentucket House and bear to the left. For Groveland (3 1-2 m.), north-eastern road, taking left-hand road after passing Pentucket Lake. For East Boxford (5 m.), south-western road, taking left-hand road at junction of two roads, keeping to the left for West Boxford (4 1-2 m.). For Newbury (7 m.), north-eastern road, keeping to right.

GLOUCESTER. *

The most important of Massachusetts fishing ports, Gloucester sends out about 650 vessels to lure the "finny" from the vasty deep. The harbor is very large and deep and quite picturesque in appearance. The city is about 32 miles from Boston, has a population of 21,713, and

* Wheelmen visiting Gloucester should possess themselves with a copy of that delightful little work, "In and Around Cape Ann," by John S. Webber, Jr., which is replete with information concerning the roads and the sights of the entire cape territory, including besides Gloucester, Rockport, Essex and Manchester, and costs only 75 cents.

good railroad facilities, both steam and horse. The principal points of interest are the stone quarries at Bay View and Lanesville, at the northern part of the Cape, the Eastern Point light-house and Old Fort at East Gloucester, Bass Rocks, Good-Harbor Beach and the summer houses at East Gloucester. A pleasant bicycle ride of fifteen miles is "Around the Cape," taking in Rockport, Pigeon Cove, Bay View, Lanesville, Annisquam, Riverdale, and thence to Gloucester. The Willow roads at Lanesville and Riverdale are both worth a trip to see. Phillips avenue at Pigeon Cove, on the most extreme end of Cape Ann, affords a charming view of the ocean.

Just before entering Gloucester on the main highway from Manchester is the watering-place of Magnolia. Here one finds many beautiful private residences, comfortable hotels and enchanting sea views, with a long stretch of sandy beach known as Crescent Beach. At Magnolia is also found the famous Rafe's Chasm. From Magnolia the ride on Little River Road to West Gloucester is well worth taking.

The soil about town is gravelly and generally in poor condition. Coming into town from Manchester, the road is easily ridden, with the exception of one or two hills. Cut road on Western avenue is always fine for bicycling. For Essex (7 m.), from Pavilion Hotel along Western avenue, take road leading off from right at sign-board, and continue on past ice-houses. After leaving Slough hill at West Gloucester, the road will be found very fine. The first portion of the route will be found disagreeable, owing to the many hollows made by the ice teams, but after leaving the railroad bridge at West Gloucester, the road gradually improves. For Manchester (7 m.), take

Western avenue, passing Magnolia. Coast Sawyer's hill at Fresh Water Cove with care—dangerous curve at bottom. The hill just beyond the first houses met with at Manchester is safe coasting, though notice should be taken of the curve at top. For Rockport (4 7-8 m.), take Main street to East Main street, thence up Dog-hill road, Eastern avenue, and one road to Rockport. Easy riding from Dog hill. Just before entering Rockport, note the fine sea view from Great hill. This road if continued on will bring the rider directly to Main street, Gloucester, without a single turn off from the main highway, about sixteen miles "Around the Cape." Few coasts are recommended on this ride.

The direct route to Bass Rocks is *via* Main street, to East Main and Bass avenue (1 1-2 m. from Pavilion Hotel), but there is another and more attractive route, though somewhat longer. Start from Pavilion Hotel, thence along Main street to East Main street (1 mile, junction of Rockport road), thence East Main street, over hill and follow horse-car track to Mt. Pleasant avenue (ice-house at foot, 2 1-8 m. from start), thence up Mt. Pleasant avenue to Ocean avenue, and thence Beach avenue; distance from start, 3 1-4 m. The distance is but 3-5 m. from foot of Rockport road, at its junction with East Main street (or 1 3-5 m. from Pavilion Hotel), *via* Bass avenue and Brightside avenue. The longer route is especially recommended for its beautiful land and ocean scenery.

The city is well supplied with hotels. The Pavilion Hotel, Western avenue, facing Main street, is the best in the city, and caters especially to visiting wheelmen at reasonable rates. Others are, the Webster House, Pleasant street; Ocean House, Western avenue; and Belmont

Hotel, Main street, which gives special rates to wheelmen. The Pigeon Cove House (6 1-2 m.), on main highway "Around the Cape," is first-class and also makes a discount. The Grand View House, Annisquam, is the best at that place. The Bass Rocks House is a first-class summer house and gives special rates to L. A. W. tourists.

There is a club here, the Crescent 'Cycle Club (organized September 19, 1885), of which Charles J. Gray is president and J. C. Merchant, secretary. Officers are elected every six months. Henry A. Burnham, Jr., corner of Prospect and Mason streets, is L. A. W. consul. John S. Webber, Jr., member of the Boston Bicycle Club and consul for the C. T. C., can be found at the Cape Ann Savings Bank, Main street, and is always pleased to see any visiting wheelman.

GROVELAND.

To wheelmen, Groveland offers few attractions, the roads being poor, as a whole; although there are some quite good runs in the central part of the town. They are mostly hard, with little sand, but rough and hilly. The population is 2,272, and the principal business is the manufacture of flannel, although shoe-making and farming are carried on to some extent. Meager railroad accommodations. The only object of especial interest is the scenery, which on the river banks is beautiful. There is no bicycle club in town, there being but few riders; and no hotel in the place, visitors generally going to Haverhill.

Take the depot as a starting point. To get to West Box-

ford (2 1-2 m.), go south through South Groveland. For East Boxford (8 m.), go through Georgetown. For Bradford and Haverhill (3 m.), go through Groveland village, east from the railroad, until the bridge is reached, then north-west. There is a nearer road, but it is very poor. For West Newbury (5 m.), proceed east, along the river bank, through Groveland village. For Georgetown (3 m.), go south-east, keeping straight ahead at junction of four roads near the lakes.

HAMILTON AND WENHAM.

The principal occupation of these two towns is farming, as the well-tilled land and acres of waving corn in summer will show. The Boston and Maine Railroad runs through each town, one station serving for both places. On the left, coming east, the residence of Miss Mary Abigail Dodge (Gail Hamilton) is passed. The Chebacco House, on the border of Chebacco Lake, in the Essex woods, is a pleasant resort in summer, while Asbury Grove also attracts hosts of wheelmen, especially in camp-meeting time. There are no repair shops for bicycles in either town where a job other than a bent handle-bar or crank can be carried with safety. The pumping station of the Salem water-works is located on the border of Wenham Lake; the reservoir, from which a magnificent view can be obtained, being a mile away at North Beverly. The Myopia Hunt Club of Boston has its club house and kennels on the Gibney farm in Hamilton. According to the last census, Hamilton has a population of 851, while Wenham goes it twenty better.

The roads are quite good, being better in the center of

the towns than on the outskirts. From Wenham, through Hamilton, to Ipswich (7 m.), is one of the most delightful rides in the county. The road is excellent, and the scenery is ever varying and attractive. Just before entering the latter town, keep a lookout on the right for road to Essex (12 m.) and Gloucester (19 m.), if you are wheeling that way. It will be found good wheeling the entire distance. For Beverly (4 m.), when coming through Wenham from the east, pass in front of the soldiers' monument, keeping on the main road which bears to the left in a southerly direction, and follow along the eastern border of Wenham Lake to North Beverly. The road south-west of the monument leads to Danvers (4 m.). Both roads are good. For Topsfield (5 m.), start from the depot, cross the track into Hamilton, take the first road to the left and keep on main road. Fair wheeling; sandy in spots.

HAVERHILL.

Haverhill is a busy city of nearly 25,000 population, the principal business being the manufacture of boots, shoes and slippers. The Boston and Maine road provides good railroad facilities to Georgetown, Newburyport, Danvers and Lawrence, and there is a horse-railroad to Groveland and West Newbury. The public library on Summer street is worth a visit, and every one will be interested in Whittier's birthplace on the Amesbury road, about three miles out. Lake Kenoza is a charming body of water and near by is Mr. W. G. Webb's elegant estate, "Castle Winnekenni."

There are at least fifty riders in the city and one club, the Pentucket Wheel Club, organized in 1885. It has

headquarters at 2 Bridge street, and a riding hall in Court street. H. A. Chase is president, and A. E. Leach, secretary. J. Fred. Adams, a well-known wheelman, is L. A. W. consul, and can be found, mornings, at 117 Merrimack street, to give visitors any information needed. Mr. Adams is also executive of the L. E. C. W. There are several hotels in the city, the Hotel Webster, a league house, on Washington square, or the Eagle, equally good, on Main street, are the best. Should the services of a bicycle repairer be needed, J. P. Busfield, Mechanics court, can be relied upon for slight repairs.

As to the condition of streets for riding, the business streets are paved; the others are sandy and are good only in damp weather. For Merrimac (6 m.) and Amesbury (10 m.), start from City Hall, Main street, and go north-east through Kenoza avenue; for Plaistow (3 m.) and Atkinson, N. H. (10 m.), north through Main street. Roads are somewhat sandy, but can be ridden. For Groveland (3 m.), Georgetown (6 1-2 m.), Newburyport (13 m.), Ipswich (16 1-2 m.), Danvers (18 m.) and Salem (22 1-2 m.), start from City Hall, and go east through Main, Water and Groveland streets. Fair riding. For Bradford (1-2 m.), Andover (10 1-4 m.), Lawrence (8 1-4 m.), North Andover Center (7 3-4 m.), North Andover Depot (6 5-8 m.), Lowell (20 m.) and Methuen (10 1-4 m.), start at City Hall, going south through Main and Bridge streets, *via* Lawrence. Some sand, but fair riding.

IPSWICH.

Ipswich is about 27 miles north-east of Boston and has a population of 4,200. Its principal manufactures are

boots and shoes and woolen hosiery, two large mills being devoted to the latter industry. The first blankets made in New England were produced here. The Boston and Maine Railroad runs through the town, nearly every train making a stop here. The L. A. W. hotel is the Agawam House, on the top of the hill as one enters the main part of the town, where 33 per cent. discount is allowed the 'cycling fraternity. No bicycle club has been formed, there being but few wheelmen in the town. Although the town is a historic one, being the first place in the county which any European is known to have visited, the objects of interest to the ordinary person are few. Choate's bridge, built in 1764, is the first stone arch-bridge built in the county, and for a long time the townspeople were afraid to venture over it. It was named in compliment to Judge Choate. Visit also the Public Library and afar gaze on Heartbreak hill, made famous by Celia Thaxter. A county correctional institution in the town offers little attraction to the worthy wheelman.

Its roads have the reputation of being the best in the county. This is mostly from natural formation. For Topsfield (6 1-2 m.), take street at foot of hill, leave depot on the right, and keep straight ahead, through Willowdale. For Rowley (4 m.) and points beyond, pass straight through Ipswich, leaving flag-staff on left. For East Boxford (7 m.), take same street at foot of hill, leaving depot on left, or pass straight through the town to the flag-staff, leaving school-house on the left. Keep straight ahead, passing through Linebrook. The roads will be found good, although on the last-named route some sand will be encountered. For Hamilton and Wenham (7 m.), due south, main road. For Essex (5 m.), take first left at the south green.

LAWRENCE.

This city of about 40,000 souls is in the north-western part of the county. The principal business is cotton and woolen manufacturing, there being many large mills in the place. Among the manufactures, the paper industry is assuming considerable proportions, the daily product probably reaching fifty or sixty tons. Visitors should see the large manufactories. The Pacific Mills, one of the largest manufactories in the world, employing upwards of 5,000 operatives, stand first. The engraving and printing departments are of especial interest. Visitors should not neglect to see the Lawrence dam, and a trip upon the river above the dam is a source of much pleasure. A fine view of the city may be obtained from the reservoir. The city is amply provided with railroad facilities, both steam and horse.

The Lawrence Bicycle Club is one of the oldest clubs in the country, having been formed, November 15, 1880. It was formerly the most active club in the county, but of late canoeing has in a great measure superseded the wheel, so that the club is now more of a social than a riding organization. Elections occur annually, in April, Dr. C. W. Partridge and W. L. Reed being the club's latest choice for president and secretary, respectively. The club numbers about forty-five members, and has handsome quarters at 3 Appleton street. E. Arthur Dean, at paymaster's office, Pacific Mills, is L. A. W. consul. Thomas S. Webb is vice-president of the L. E. C. W., and Mahlon D. Currier, executive. There is a fair racing track in the city, belonging to the Lawrence Cricket Club. Bicycles may be repaired at A. S. Bunker's, 280 Common street, and Dyer & Co.'s, 337 Es-

sex street. There are several hotels in the place, the Franklin House in Broadway and the Essex House, Essex street, being the best.

In regard to the roads, those in the city are quite good, and compare favorably with those of any place in the county. For Methuen (2 m.), leave Essex street, *via* Lawrence street; direct road. No hills, and but slight ascents. Descend small hill just before reaching village. There are two other roads, but this is the best. No occasion to dismount. For North Andover Center (3 m.), down Essex street to right, through Union street, over the Merrimac River, then turn to left and follow horse-car track to Methodist Church at junction of Main street, thence through Main street to the Center. Avoid what is called the air-line road from Lawrence to North Andover Center, as it cannot be ridden. For Andover (4 m.), down Essex street to right, through Union street, across Merrimac river, straight ahead. Direct road and good road bed. Quite a steep hill to ascend on entering the town, but surmountable. The best road to Haverhill (8 1-4 m.) is down Essex street to right, through Union street, over the Merrimac River, then turn to left and straight road, bearing to left through North Andover and passing through Bradford, crossing the Merrimac again from Bradford into Haverhill. This is a better road than the one down the other side of the river. Road fair; somewhat sandy in places, but comfortably ridden.

LYNN.

The "City of Soles" is the facetious appellation often applied to this city of 45,867 souls, from the magnitude

of the shoe and leather business done here. There are many pretty rides about the city, the chief points of interest being High Rock (from which a magnificent view of the surrounding country can be obtained), Dungeon Rock Cave (which cannot be reached by bicycle), Lover's Leap on Grove street and the Electric Light Works on Western avenue. It is said that the first iron works in New England were established in this city. The railroad facilities, both steam and horse, are excellent; but the narrow-gauge road is of especial importance to wheelmen, as it transports bicycles free of charge. As to hotels, the place is full of them. There are the Revere House in Market street and the Boscobel at West Lynn (both L. A. W. hotels), besides the Sagamore in Union street, the Kirtland in Summer street, Hotel Nahant (a summer house) at the beach, and many others of varying degrees of goodness—or badness.

There are three 'cycling clubs in the city. The Star Bicycle Club is one of the oldest wheeling organizations in the country, having been formed November 5, 1879. Officers are elected annually. Frank S. Winship is president, and W. H. Pervear, secretary. The Lynn 'Cycle Club was organized June 19, 1884. Its headquarters are at the corner of Market and Andrews streets. Names of officers are not given as they are changed quarterly. The Boscobel Bicycle Club was formed August 23, 1884, and has headquarters at 35 Central avenue. Election of officers occurs in January and July, consequently no names are given. Emerson G. Gordon, 47 Willow street, is the president of the L. E. C. W., and J. Harry Sherman, executive. There is a first-class racing track in that section of the city known as Glenmere, which is three laps to the mile and one of the best tracks in the

country, its surface being of screened blue gravel, rolled hard and smooth. It is owned by the Lynn 'Cycle Club Track Association and was built in the spring of 1886, the opening tournament being held May 31. T. A. Carroll is president of the association, and E. M. Bailey, secretary.

The roads about the city are good throughout the season. For Lynnfield Center (8 m.), *via* Flax Pond and Wyoma, turning to left in the square at Wyoma. For Peabody (5 m.), same as to Lynnfield, only turning to the right in the square at Wyoma. For Salem (6 1-2 m.), Essex street to Forest River road. For Saugus Center (3 1-2 m.), *via* Common and West Lynn, Summer street, *via* East Saugus (2 1-2 m.). The roads on all these routes are as good as the average Essex County road in summer. For Nahant (4 m.), *via* Central avenue, Exchange, Broad and Newhall streets, and along the beach road which is one of the most delightful rides imaginable, the road being perfect and the view most alluring. There is also another way, *via* Market, Broad and Beach streets. There is not much difference in the two routes, the first being down a steep hill (which should be taken carefully), while the other is rather rough wheeling, yet can be ridden safely. Lynn wheelmen generally go the first way. For Swampscott (2 1-2 m.), *via* Market, Broad, Nahant and Ocean streets, over a first-class road.

LYNNFIELD.

Lynnfield is but a short ride from Peabody, over a good road. It is a farming district, having a population

of 766, and save the fine roads and natural scenery, has nothing of especial interest to the tourist. There are ordinary railroad facilities. There is but one public house, the Lynnfield hotel, on the turnpike at the south village. There are some wheelmen in the town, but no club. F. P. Russell, the town-clerk, who keeps a store at the Center, doubtless will give visitors any needed information. The roads are generally hard and in good condition. For Lynn (8 m.), Saugus (6 m.), Peabody (6 m.), or Salem (8 m.), take the main road at the Center. The road to Middleton (5 m.), running north at the Center, is hilly, but good.

MANCHESTER.

Manchester claims a population of 1,639, and has for its principal occupation the manufacture of furniture. It is 25 miles distant from Boston by road. The railroad runs through the town. The hotels are the Masconomo and the Crescent Beach House (both first-class summer hotels), and the Manchester House in the center of the town. The Singing Beach, near the Masconomo, is considered quite a curiosity. There is a club in the town, the Conomo Bicycle Club, which was organized January 22, 1886, with the choice of Charles A. Collins as president and A. L. Churchill as secretary. Club elections are held annually. The roads in Manchester are of gravel and generally good. For Gloucester (7 m.), take Central and Bridge streets, passing through Magnolia; Essex (4 1-2 m.) and Ipswich (9 1-2 m.), Washington and Summer streets; Beverly (7 1-4 m.), School street. The road to Essex is especially attractive.

MARBLEHEAD.

Marblehead is a quaint old town on the rocks by the sea, four miles east of Salem, and is one of the oldest towns in New England, having been incorporated fifteen years after the landing of the Pilgrims at Plymouth. Its principal business is shoe manufacturing, the fishing industry, which was once its chief occupation, having fallen into a decline. It is widely known as a summer resort, the districts of Devereux, Clifton, Peach's Point and the Neck containing numbers of elegant residences and pretty cottages, and abounding in fine views. The harbor is one of the finest on the coast, and is a favorite with yachtsmen. The Eastern Yacht Club has its headquarters at the Neck, and every Thursday afternoon, during the summer months, a band concert is given on the lawn in front of the club house. The town is unusually rich in objects of historic interest, while its crooked streets and old buildings give it a picturesque aspect that is famous.

Visitors should see the Lee Mansion in Washington street, a princely mansion of the olden time, with its grand staircase, carved wainscoting and historic wall paper in a remarkable state of preservation. The old St. Michael's Church (built in 1714), with its ancient and curious reredos, is near by. The home of the hero of "Skipper Ireson's Ride," is in Circle street, but if the visitor values his peace of mind, he will refrain from looking it up or making even the remotest allusion to that circumstance which formed the theme of a highly imaginative ballad by Whittier. Fort Sewall Park is an attractive place for a breezy promenade and matchless sea views. A ramble through the Old Hill Burying

Ground, off Beacon street, is full of interest. The view from this height is superb. Near by is the "Old Brig," the birthplace of Moll Pitcher; and the Fountain Inn well, where Agnes Surriage drew the water for Sir Harry Frankland. The fish-flakes in this neighborhood are suggestive of other days. The finest public building in the town is Abbot Hall, which can be seen from any portion of the town. The reading room contains, among other paintings, Willard's noted "Yankee Doodle." The Soldiers' Monument is in Elm street, the column near the railroad station having been erected to the memory of James Mugford, a revolutionary hero. Elbridge Gerry, governor of Massachusetts, vice-president of the United States and a signer of the Declaration of Independence, was born in the large white house nearly opposite the North Church; and the square house near the old Town Hall was the birthplace of Judge Joseph Story.

The town has a population of 7,517, and is amply provided with steam and horse railroad facilities. There is no hotel in the town proper, the old American house (a fourth-grade hotel), having been closed up; but at the Neck there is a first-class summer hotel, the Nanepashemet, which gives 25 per cent. reduction to wheelmen. The Clifton House, off Atlantic avenue, is also a first-class summer house. If any bicycle repairs be needed, John P. Goodwin in Stacey street, or John B. Graves, Jr., School street, will attend to same.

Besides numbers of "unattached" wheelmen, there is a club, the Marblehead Bicycle Club, which was organized May 21, 1881, and has rooms in the Lefavour block, corner of School and Pleasant streets. Officers are elected annually, Stephen W. Chapman and P. Howard Shirley being the present president and secretary, respective-

ly. The club at one time won wide recognition by its enthusiasm pertaining to wheeling matters, but during the past year or two it has become more of a social organization, the wheel having been relegated to a small number of occasional riders. Gardner R. Hathaway is recording secretary of the L. E. C. W., and Mr. Shirley, executive.

The roads about town are of good riding surface. There are few hills, all of which are surmountable. The road to the Neck (1 1-2 m.) is *via* Pleasant and Ocean streets (or Devereux, turning down Beach street) and riding along the beach road. The roads at the Neck are good, with several hills, only one of which is insurmountable to the average wheelman. There are fine sea views from every point. See the Churn, Great Head, the lighthouse, and Eastern Yacht Club house (the latter open only to members and their friends). The roads leading out of town are good. Start from bicycle-club building. For Salem (4 m.), follow the main road to Our House and take the right-hand road at mile-post. Good, hard road. Beyond the Catholic cemetery on the left notice the curious formation of the hills in the pastures known as the "Dungeons." Coast Forest River hill with care. For Swampscott (4 m.) and Lynn (6 m.), take main road to Our House and turn to left. Keep to left all the way. Good, hard road.

MERRIMAC.

Merrimac has a population of 2,378 and is engaged in the manufacture of fine carriages. The roads in the town proper are hilly, although of hard surface. The distance

from Boston is 40 miles, and by rail is reached by a branch of the Boston and Maine road, *via* Newton Junction, N. H. The hotel is the Prescott House in Main street, and in every respect is first class, having all modern improvements. Though not a League house, wheelmen staying there will receive every attention from Mine Host Prescott or his genial clerk. There is no bicycle club in town, but there are more than twenty riders. There was a club, but it was short-lived. Wheels will be repaired by N. L. Howes, Stevens' lane. John W. Logan, L. E. C. W. executive, may be found at the Prescott House, or at J. B. Judkins & Son's carriage factory in Main street, and will gladly give information to visiting wheelmen.

The roads in the town are somewhat hilly, although of hard surface, but on the outskirts they are sandy. For Haverhill (6 m.), go direct through Main street, west. Sandy road. To Amesbury (5 m.), Main street, east. Fair road. For Newburyport (9 m.), take the river road which is good and will give one a chance to enjoy the beautiful scenery of the Merrimac. For Newton, N. H., take Church street, through West Newbury (3 m.), taking Locust street.

METHUEN.

Situated on the Manchester and Lawrence Railroad, twenty-seven miles north of Boston, Methuen has a population of 4,507, and is largely an agricultural district. There are also extensive manufactures of cotton, woolen and jute goods, and boots and shoes. The Spicket River, a tributary of the Merrimac, runs through the village.

There is a hotel of ordinary grade. The roads are fair. Take Broadway for Lawrence (2 m.), a straight road. For Haverhill (10 1-4 m.), *via* Lawrence is the best road.

MIDDLETON.

This is a farming district, with a population of 899. The extensive seed farms of James J. H. Gregory are located here. There is nothing of particular moment in the place, except the water-works, and Middleton Pond on the border of which is Walnut Grove, a picnic ground. Miss Lucy Curtis, in Lake street, entertains transient guests. There are two wheelmen in the place, hardly a sufficient number for organization.

The roads in the town and its approaches are poor. Starting from the square in the village, take Maple street for Danvers (4 m.) and Peabody (6 m.), following main road. Same street for East Boxford (5 m.), taking first left-hand turn after crossing Ipswich River, and next turn to right for Topsfield (6 m.). For North Andover (8 m.), follow North Main street to junction of three roads and take extreme right.

NAHANT.

This charming peninsula is reached by a long stretch of hard, level road-way, along the beach from Lynn, making one of the finest rides to be found. Nahant is a summer resort and consequently has but a small permanent population — only 637. It was, years ago, the most fashionable watering-place in New England. It is one of the prettiest places along the coast and is a paradise for

wheelmen, Nahant's smooth roads, beautiful scenery and fish dinners being proverbial. It abounds in interesting sights and many are the romantic spots to be found along its rocky shores. The Pirates' Cave, under the hill in the rear of the Tri-Mountain House, is a curious sight. The Maolis Gardens are in another part of the village. See the Natural Bridge, Pulpit Rock and Cauldron Cliff near H. Cabot Lodge's residence at East Point. There are numbers of elegant private residences, and the Star Bicycle Club of Lynn has a cosy cottage, "The Bijou," which was erected in May, 1883, on the hill in front of the Tri-Mountain House. There are three hotels, the Bass Point, Tri-Mountain and Relay houses, located at Bass Point. The roads are good throughout the place, but there are some steep hills which should be descended with caution. The distance to Lynn City Hall is 4 miles.

NEWBURYPORT AND VICINITY.

In the north-eastern corner of Massachusetts nestles Newburyport, world-renowned for its beauty—picturesque—unique. Outstretched upon the southerly slope of the Merrimac's terminating banks, from the "river's brink" to the crest of its highland, it forms a parallelogram nearly four miles in length by a quarter of a mile in width, outlined by riverside streets on the north and east, by High street on the south and connected at either end by Ocean and Moseley avenues—a continuous boulevard of eight miles circuit. By the coast it is thirty-six miles from Boston and twenty from Portsmouth, with entirely practicable and for the most part especially good roads. It is doubtful if another reach of equal extent can be found combining such irresistible attractions as are un-

folded at each step of the way. Wheelmen on health or pleasure bent are recommended to tarry here awhile for mental delectation and physical invigoration. From this as a center, fairly good roads invite to excursions without number, and quaint old homes with historic associations, along shade-environed lanes, pique the curiosity, whilst striking landscapes allure the artistic eye and a rare flora and unusual geologic formations reward the scientific observer.

Approaching Newburyport from Rowley two routes of nearly equal length and merit offer; one inland by Dummer Academy — founded in 1763 — and the other following the coast, the main road. By this five miles from Rowley Green brings the 'cycler into the classic town of Newbury, and to the height of land above the River Parker, whence the view will charm, whilst gliding down the grade to the river which under the name of Quascacunquen here witnessed the first landing of the first adventurers into the unknown region beyond. Entered upon the bridge which spans the broad expanse of water, the observant eye will note on the rail of the third or fourth arch on the left, the legend "one mile," which means that thence to the top of "Gravel Hill" is a measured mile of what was once the noted "shell road of Newbury." Alas! that through indifference, parsimony, or other even less worthy cause, this pride of the old town is lost to its fame. But let not the rider fail to coast the declivity of Gravel Hill. It is safe and glorious despite official neglect. Keeping the direct or main road, an easy ride of four and a quarter miles leads through the richest farming region of Newbury, along High street through Newburyport's entire length to the "three roads," thence by "Moseley avenue" one mile to

"Chain Bridge" gracefully spanning the Merrimac. A ride of more entrancing loveliness is not. Returning by the riverside road, Titcomb or State street will lead the traveler to one or other of comfortable hostelries where every attention will be courteously shown him.

Pleasant and profitable excursions lead in many directions. Georgetown is ten miles; West Newbury seven, all ascending by easily ridden grades, inviting by their attractiveness and by their frequent descending coasts. Let no wheelman fail to ride to Plum Island, nor let him be daunted by the plank road leading from its hotel — famous for its game, fish and "Fowle" — to the ocean. Though it seems formidable, it is easily ridden, and the summit gained, "lift up thine eyes northward and southward and eastward, and behold it with thine eyes."

Sidewalk riding in the city is rigidly prohibited, but the streets, where or when the "sprinkler sprinkleth not," are fairly rideable, though caution should be used at crossings unprovided with bridges or gondolas. The street-crossings of Newburyport are "fearfully and wonderfully made."

There is no official hotel, but the Merrimac House — the Wolfe tavern of a former age — on State street, is the usual "headquarters" of wheelmen, and with the "Brown Square House," on Titcomb street, is recommended to patronage as affording every accommodation and at reasonable prices.

Newburyport has about 14,000 inhabitants, mostly devoted to that *dolce far niente* which is a special characteristic and charm of the town. It, however, numbers among its industries extensive manufactures of silver ware, and cotton and shoe factories are numerous. Among the latter is the shop of E. P. Dodge & Co.,

probably the largest in the world and one which will richly repay a visit.

Newburyport is a quaint, old-fashioned city, abounding in places of historic interest, among which may be enumerated the temporary homes of the French Refugees, Talleyrand, etc., who here found the "*placidam quietem*" of the State motto; the charming insular retreat of "Our Sappho;" the palatial residence and grounds of the Wallaces; the homesteads of Caleb Cushing, of Lord Timothy Dexter and other notables; the Old South Church which guards the remains of the immortal Whitefield; the public library where formerly dwelt the merchant prince Nathaniel Tracy, and where Washington was entertained; the houses wherein were born the heroic Greeley of Arctic fame, Garrison — called the liberator; residences of Gough, the temperance crusader, and multitudes of others, living and dead, known to fame and romance, which space for mention is wanting. Not to be omitted, however, is the beautiful "Garden of the Dead," whose massive portals will stand "till the shadows flee away," a munificent gift to the city of one of her honored sons.

There is but one 'cycling club in this vicinity, the Y. M. C. A. Bicycle Club, which was organized at Newburyport, June 28, 1886, with J. W. Evans as president and A. D. Wells, secretary. There is no representative of the League. An official "repairer of machines," under C. T. C. appointment, is Charles R. Sargent, rear of Joy's block, who is especially recommended, though trustworthy work may likewise be had of F. E. Davis on Pearson's wharf. The chief natural curiosity near the city, and which should by all means be inspected, is the "Devil's Den" and its neighboring "basin." Minerals of rare oc-

currence are to be found at this locality, precious serpentine in various shades with filmy veins of a delicate and glossy asbestos; tremolite, garnets, and even more valued stones may reward research, whilst the ride itself will more than repay the visit.

All roads lead out of High street — all are practicable to the "wheel," Bi. or Tri., and in perhaps all cases, the outing may be by one road and the return by another. To go from Newburyport to Portsmouth, the Merrimac must be crossed either by the public bridge adjoining the railroad, or by chain bridge. By either way the road is bad, and the wheelman not so English as to regard a bad road as an inducement, will preferably take the cars for "Hampton" whence fine riding may be found either direct to P. or circuitously by Hampton and Rye beaches and the Wentworth House. For West Newbury, Georgetown, Haverhill, Andover, etc., either leave High street at State street for Byfield or at the upper end of Frog Pond by Guinea and the Chipman mine, or take the left-hand road at "three roads." For Amesbury, Merrimac, Exeter, etc., cross Chain Bridge.

Distances: — From Rowley to River Parker, 5 m.; Rowley to State street, Newburyport, 8 3-4 m.; the Parker to State street, 3 3-4 m.; Newbury Upper Green post-office to State street, 7-8ths m.; River Parker to three roads, 5 5-8 m.; three roads to Chain Bridge, 1 m.; State street to three roads, 1 7-8 m.

NORTH ANDOVER.

North Andover is a noted agricultural town, excelling all other places in the county in the number and extent

of its farms. Congressman W. A. Russell owns probably the finest fancy-stock farm in the state. The town boasts three large woolen mills, one of them being the first of the kind started in America, also an extensive shop for the manufacture of cotton and woolen machinery, which is the largest machine shop in the country. The population is 3,425. The railroad accommodations are furnished by the Boston and Maine Railroad and are about as good as are usually found in a town of its size. There are really two separate village centers, one being known as North Andover, the other North Andover Depot. The objects of interest are its picturesque scenery, its beautiful mansions (one of the most prominent being Gen. Sutton's charming estate, "Hill Crest"), its picturesque lake covering some 1,500 acres, its historic burial places, etc. There are no hotels here, visitors generally going to Lawrence, although Isaac F. Osgood and George B. Loring at North Andover Center furnish accommodations to those staying over. There is no bicycle club in the town. There are several riders, however. Frank M. Downing is executive of the L. E. C. W.

The roads, generally, are good for country roads, soft in places and with an occasional hill, yet the rider will find little trouble in picking good traveling in almost any direction. Towards Lawrence and Andover they are very good. Towards Salem, rather soft at first, but improving as the rider leaves town. Towards Haverhill, they are soft and hilly, making decidedly hard work on a warm day. Starting from the Center, for Lawrence (3 m.), follow the horse-car track; Boxford (6 1-2 m.), Essex street; Middleton (8 m.), Salem street; Andover (3 1-2 m.), Andover street; Bradford and Haverhill (6 m.), Prospect street.

PEABODY.

This is a thriving tanning and currying town, having a population of 9,530. Strangers should visit the Peabody Institute, on Main street, near Wallis, and see Queen Victoria's portrait, presented to George Peabody by Her Majesty. Also see the new Town Hall, Soldiers' Monument and old burying-ground in Main street. Ship Rock, the largest boulder east of the Mississippi, is worth seeing. It is located at the Lynnfield end of Summit street, near Newhall's crossing, South Peabody. The only hotel is Baldwin's, the second block in Foster street above Monument square, which is as good as the average town hotel. The town is amply provided with railroad facilities, should the unfortunate wheelman meet with a serious mishap to his mount which would necessitate recourse to some other means of leaving town, there being three lines of steam cars, while horse-cars connect with all surrounding places.

There is a new club in town, the Peabody 'Cycle Club, which was organized June 15, 1886, with J. F. Heath as president, and Milburn P. Ward, secretary. Elections are to take place semi-annually. Mr. Ward has been appointed L. E. C. W. executive. H. C. Hardy, at store 13 Lowell street, will also give visitors any information desired. There is no place in town where anything more serious than a bent handle-bar can be attended to.

The roads leading out of town are all of good, hard surface, with the exception of the turnpike. For Salem (2 m.), take Main street. For Danvers (3 1-8 m.), take Central street to Andover street, keeping straight ahead, which will bring you out at the square in Danvers. To go to Middleton (6 m.), same as to Danvers, taking

right-hand road marked "Andover" on Andover street, which runs into Middleton. For Lynnfield Center (6 m.), take Washington street to Tapley's Brook, then turn to right and keep on the straight road. For Reading (7 m.), take Lowell street.

ROCKPORT.

Rockport has a population of 3,888 and is situated 35 miles from Boston. Its principal industry is stone cutting and quarrying. Fishing and agriculture also figure prominently. A branch of the Eastern Railroad runs to the town. The Abbott House in Main street makes a discount of 20 per cent., while the Pigeon Cove House also gives reduced rates to wheelmen. There are few, if any, wheels owned in the place.

The roads are in good condition most of the year. There is no sand, but the roads are hard, and in some cases, border on the rocky. For Gloucester (4 7-8 m.), follow Main street, south-west; or, take North street to Pigeon Cove and follow the road "Around the Cape."

ROWLEY.

Rowley, a place of 1,183 people, is about 28 miles from Boston. Its principal industries are heel manufacturing and farming. The hotel is the Eagle House, on the main road. There are several wheelmen in the town (although no club has been formed), any of whom will willingly give information. Mr. A. E. Bailey, at the drug store on the left, just beyond the hotel, will also be

happy to furnish information or assistance to visiting wheelmen. The Eastern Railroad passes through the town. A visit to Prospect hill, the second hill in height in the county, will well repay one.

The roads in Rowley are especially good, being hard and dry and next to those of Ipswich in quality. From Rowley to Newburyport is a delightful ride of 8 3-4 miles, the road being good all the way. Stop at Bean's Crossing, so called, in Rowley woods, and refresh yourself from the "moss-covered bucket" of the well near by. For Georgetown (6 m.) and East Boxford (8 m.), take right of green at the hotel, unless coming east, when keep a lookout for road on the left, just before entering the town proper. For Ipswich (4 m.), take left of green at hotel.

SALEM.

A busy city of 28,090 inhabitants, Salem is the trade center of the south-eastern portion of the county. Cotton manufacturing forms the principal industry, although extensive business is done in shoe manufacturing, tanning and currying. Salem has excellent railroad facilities, both steam and horse. There are numbers of fine residences in the city, those around the Common and on Chestnut street being especially noticeable. Salem abounds in objects of historic interest. See the Court House in Federal street, the "House of Seven Gables" in Turner street, the old Witch House in North street, the Custom House in Derby street, Plummer Hall (First Church in rear) and the Museum in Essex street, the jail in St. Peter street, and Gallows Hill (where the

witches were hanged). The Willows and Juniper Point are summer resorts at Salem Neck and are reached by a sandy road; nevertheless large numbers of wheelmen congregate at the former place, Sunday afternoons during the summer, to listen to the band concert. Of the hotels, the Essex House, L. A. W. hotel, at 176 Essex street, is the best; the Central House, opposite E. R. R. station, coming next. The Lafayette House, 140 Lafayette street, is a first-class road house. The Juniper House at Salem Neck and Ocean House at Juniper Point are summer hotels. There are two first-class bicycle repair places — R. H. Robson's, 39 Boston street, and D. Edgar Hunter's, Franklin building, 18 Washington square, at either of which may be found spare parts and sundries of all kinds. Mr. Robson is L. A. W. consul and L. E. C. W. executive. Mr. Hunter is the noted racer. Wheelmen are sure of a hearty welcome at both of those places.

There are three clubs in the city. The Hawthorne, organized April 30, 1880, is the oldest, and has quarters at the corner of Essex and Liberty streets. Elections take place annually. The Salem club was organized in September, 1883. It has elegant rooms in Perley block, 252 Essex street. Officers are elected annually. The Puritan Club (formed October 6, 1885) is composed of ten members and enjoys the distinction of being strictly a riding club. Its headquarters are located in the building at the foot of Winthrop street, on the shore of the south mill-pond. Elections occur the first Tuesday in October. Arthur N. Webb, 125 Lafayette street, is corresponding secretary of the L. E. C. W.

The roads are very good and Lafayette street makes an unexceptionable ride. For Marblehead (4 m.), by Lafay-

ette street to Forest River, up the hill, first turn to left. For Peabody (2 m.), take Essex street, turning into Boston street. For Beverly (2 m.), take Essex street, Washington square, Winter and Bridge streets, over the bridge. For Swampscott (4 m.), by Lafayette street, turning into Loring avenue on right and keeping on main road, or turning to left after passing the road house. For Lynn (6 1-2 m.), same as to Swampscott, or up Essex street, Highland avenue, keeping on the turnpike. All these roads are good, except the turnpike, which is sandy in dry weather. For Danvers (4 1-2 m.), North street, straight ahead; fine road.

SALISBURY.

Salisbury proper is now a part of Amesbury. East Salisbury is a small village about 4 1-2 miles from the village proper and two miles from Salisbury Beach, over a sandy road. Salisbury Point is a noted place for rowboats; in fact, their manufacture is the chief industry of the place. It is one mile from the Amesbury post-office, following Main street straight ahead. Take sidewalk for good wheeling. For Portsmouth, N. H., take the street on the right, passing Rocky Hill meeting-house, leaving it on the right. This is a few miles further than to have gone direct from Newburyport, but the road is much better. For Amesbury, take right after crossing Powow River bridge. The road is poor, but the 'cycler who is not troubled with conscientious scruples will undoubtedly take the sidewalk. For Newburyport (3 m.), due south, main road from flag-staff at East Salisbury; sandy road. See "Amesbury" for routes to adjoining

places, Amesbury and Salisbury being practically one town.

SAUGUS.

Saugus is a pretty place of 2,855 inhabitants. Its business is principally shoe manufacturing. It has good railroad connections, both steam and horse. The scenery is charming. From the top of Ballard Hill, near East Saugus, is a fine view. There is a wheeling club in the place, the Puritan Bicycle Club (organized May 27, 1886), with headquarters in Central square. Lawrence Adlington is president, and Walter Scott, secretary. Elections are held in May and November. Mr. Scott is also L. E. C. W. executive. The public houses are the Sunnyside and Copeland's, by the wayside on the main road.

The roads are hard and good nearly all summer. From Saugus Center for Lynn (3 1-2 m.), *via* East Saugus and Summer street. For Lynnfield Center (6 m.), take the Newburyport turnpike to Lynnfield south village (3 m.), then take left-hand road crossing the railroad track. Good roads.

SWAMPSCOTT.

This little fishing town is well-known as a summer resort. It has a population of 2,471 and good railroad facilities. There are numbers of fine summer residences in the town, and in the season the streets are alive with stylish turn-outs. The Soldiers' Monument is one of the

sights of the town. Not many wheels in town, and no club. The hotels are the Lincoln House, Ocean House, Hotel Beacon, and Hotel Preston at Beach Bluff, near the Marblehead line, all first class summer houses.

Its roads are first class. For Lynn (2 1-2 m.), take Humphrey street and follow horse-railroad track up King Beach hill, then take Ocean, Nahant and Broad streets and Central avenue or Market street. For Marblehead (4 m.), take Humphrey street, straight ahead, avoiding Atlantic avenue. A pretty ride is around Phillips' Point, turning to right of Humphrey street at pump. For Salem (4 m.), take Humphrey street, Burrill street, past the depot, and turn down Forest River road on right; or, same as to Marblehead, taking first left-hand road after passing Phillips Beach station.

TOPSFIELD.

Topsfield is about twenty miles from Boston by the old turnpike and about twelve from Newburyport. Its population is 1,141, and its principal business, the manufacture of shoes. The Boston and Maine Railroad passes through the town. Near the Town Hall is the old Capen house, said to be over two hundred years old, and in the south-western part of the town is the copper mine. There are two hotels, the Elmwood House near the Town Hall, and the Topsfield House, near the railroad station.

The roads are quite good, though apt to be a little sandy on the outskirts during a dry season. From Middleton, Boxford and Ipswich, there are no large hills, while from Danvers, Wenham and Hamilton, one may encounter hills which will require a dismount. Take the

turnpike east for Ipswich (6 1-2 m.), west for Danvers (5 m.). For East Boxford (3 m.), take street west of Common, cross railroad track and turn in first road on right. Follow Main street east for Hamilton (5 m.), west for Middleton (6 m.). For Wenham (5 m.), take Central street, off Main.

WENHAM. *See* HAMILTON AND WENHAM.

WEST NEWBURY.

This town is well worthy of a visit by reason of its numerous points of historic interest, its fine views, its well-tilled farms and attractive residences. It is the home of many wealthy and learned celebrities. Within its bounds is "Indian Hill" long, as now, the ancestral abode of the Poores. Perhaps the country has no more quaint a dwelling than that of the present proprietor, the talented, versatile and genial Ben : Perley Poore, known of all men. His mansion contains a vast treasury of curiosities which no one would willingly fail to inspect and the hospitality of their owner is equal to every occasion. Additionally, two famous hills are within the town limits, "Pipe Stave" and "Crane Neck." To the enthusiastic 'cycler the ascent of either will present only a pleasant toil, the descent, a poem. For "doing" West Newbury, *vide* "Newburyport and Vicinity," *supra*.

The League of Essex County Wheelmen.

Among the 'cycling institutions of this country, but few are better known to the wheeling fraternity than the League of Essex County Wheelmen. This league, composed of the riders of a single county, has already entered on its fifth year of existence and has made for itself an enviable name by its interest in matters pertaining to the wheel. From the earliest days of bicycling in this country, Essex County has always taken an active interest in the wheel. The project of forming a league was suggested by "Ellsworth," a Newburyport correspondent of the *Bicycling World*, who, realizing the need of such an organization, started the ball in motion in the spring of 1882, and the subject was well discussed in the columns of that paper, being popularly known as the "Newburyport Idea." It met with much favor, and the Lawrence club, then the liveliest club in the county, soon took up the matter in earnest. Invitations were sent to all the county wheelmen, inviting them to meet at Lawrence, on Memorial day, for the purpose of forming the league, and on the day appointed, over 100 wheelmen put in an appearance. After a grand parade and banquet, which latter was generously provided by the Lawrence club, the league was officially formed and a constitution adopted. The following officers were elected,

to serve for one year: — President, Mahlon D. Currier of Lawrence; vice-president, Eugene F. Davenport of Marblehead; secretary, J. Fred. Adams of Haverhill; treasurer, James P. Burbank of Salem; commander, Walter O. Faulkner of Lynn. Executives were also appointed, one for each city and town, their duties to be similar to those of L. A. W. consuls.

The league at once gained a good hold on the county riders, and the membership roll soon ran up to one hundred and thirty-three names, nearly every one being that of an ardent wheelman. With that material the league went to work and it was decided to have a meet every month during the riding season. The next meet was held at Salem, August 24, and consisted of a run to Nahant, where the day was spent in picnic style. The third meet was held at Marblehead, September 18, the local club being in charge of arrangements; and the fourth (which was the last of the season), at Beverly, the Thorndike club doing the honors. The meets were all well attended, and proved very pleasant and successful affairs.

But in the meantime the officers had not been idle. A set of rules and by-laws to govern the league was adopted and the organization put in working order.

The second annual meet was held at Lynn, Memorial day, over two hundred wheelmen being present. After a parade about the city, the business meeting was held, at which the following officers were elected for the ensuing year, the president and corresponding secretary receiving the compliment of a re-election in recognition of untiring services performed during the previous year: — President, Mr. Currier; vice-president, Frank S. Winship of Lynn; corresponding secretary, Mr. Adams; recording

secretary, Leland H. Cole of Beverly; treasurer, George Chinn of Marblehead. The office of commander was abolished at this meeting and the duties of the secretary divided among a recording and a corresponding secretary.

The sixth meet was an excursion from Salem to Nahant, August 7. The seventh meet took place at Marblehead, September 3, the day being spent with sports at a grove by the sea. The eighth and last meet of the season was a race meeting at Lawrence, September 29, for prizes of gold and silver medals. In the one-mile race, A. E. Davidson of Lynn won first prize, and W. O. Faulkner of same city, second. In the two-mile race, W. B. Segur of Andover was first, and Faulkner, second. Faulkner also won first prize in a five-mile dash, and John Tacy of Lawrence, second. An obstacle race concluded the events and was won by P. Howard Shirley of Marblehead, Henry L. Daniels of Lawrence taking second prize.

The third annual meet took place at Salem, May 30, 1884, and was well attended by the county wheelmen and by large delegations from Boston and elsewhere. There was a parade and dinner, and a dance in the evening. At the business meeting, the following officers were elected for one year: — President, Mr. Currier; vice-president, Mr. Winship; recording secretary, Mr. Cole; corresponding secretary, Frank P. Ingalls of Salem; treasurer, Mr. Chinn.

The tenth meet occurred the latter part of July at Haverhill, the local wheelmen doing the honors and furnishing a generous collation. A steamer was taken down the Merrimac River to Newburyport, where dinner was served at the Merrimac House. The afternoon was rainy and consequently put a damper on the meet. The

eleventh meet was held in connection with the meet of the Massachusetts Division, L. A. W., at Boston, September 5. The twelfth meet and second annual race meeting took place at Lawrence, September 27, the races being won as follows: — One-half mile, William A. Rowe of Beverly, first; W. B. Segur of Andover, second. One-mile, Frank P. Ingalls of Salem, first; Charles E. Whitten of Lynn, second. Three-mile record, Mr. Ingalls, first; Mr. Rowe, second. One-half mile ride-and-run, open to all riders in the county, Mr. Whitten, first; A. F. Greenleaf of Amesbury, second. One-half mile for boys, winner unknown. One-mile, tug of war, open to all county clubs, won by Salem Bicycle Club team. This closed the meets for the season.

The fourth annual meet was held at Beverly, May 30, 1885, being well attended. As usual there was a parade and dinner, a dance in the evening closing the day's festivities. The officers elected for the ensuing year were: — President, Mr. Winship; vice-president, Mr. Adams; recording secretary, Mr. Cole; corresponding secretary, Manuel F. Emilio of Salem; treasurer, Mr. Chinn.

On the afternoon of June 19, the fourteenth meet was held at Lynn, and included a run to Nahant for supper. The fifteenth meet was held at Gloucester, Saturday evening, August 15, the boat being taken to Boston the next day and from thence a run out to Brighton for dinner.

The sixteenth meet and third annual race meeting took place at the Danvers Riding Park, September 19, and was the most successful race-meeting ever held by the league, $150.00 in prizes being given. The races, with three exceptions, were open to all amateur riders and were won as follows: — One-mile, W. A. Rhodes of Dorchester, first; A. L. Jenness of Rye Beach, N. H.,

second. Three-mile, for league members, D. Edgar Hunter of Salem, first; C. E. Whitten of Lynn, second. One-half mile, Mr. Whitten, first; Mr. Jenness, second. Two-mile handicap, Mr. Rhodes, first; Robert Burns of Salem, second. One-mile league championship, Mr. Hunter. Five-mile, Mr. Rhodes, first; Frank G. Gibbs of Cambridge, second; Mr. Burns, third. Tug-of-war, open to all clubs in the county, won by the Lynn 'Cycle Club team, composed of Messrs. Rowe, Whitten and G. S. Porter. An attempt was made to hold the seventeenth meet at Marblehead Neck, Saturday evening, October 17, but the fates interposed and the season closed without another gathering of the members.

On Monday, May 31, 1886, the fifth annual meet was held at Lynn and was as successful as its predecessors. It included the usual dinner and parade and attendance at the races on the Lynn track in the afternoon, closing with a dance in the evening. The following officers were elected for the coming year: — President, Emerson G. Gordon of Lynn; vice-president, Thomas S. Webb of Lawrence; recording secretary, Gardner R. Hathaway of Marblehead; corresponding secretary, Arthur N. Webb of Salem; treasurer, Mr. Chinn.

Besides the regular meets, the various clubs have been on visiting terms with each other, and have made frequent friendly trips to and fro. The league has made a complete success of its efforts to establish good-fellowship and fraternal feeling among the wheelmen of the county, and with the aid of executives, members are assured of cordial treatment when in any of the cities or towns of old Essex. The fair sex having knocked at its doors, in the winter of 1883-4 the league threw open its portals to them, and Miss Cora I. Smith of Amesbury

was the first lady to enter, but as tricycling was not at that time so popular among the ladies as at this enlightened day, the membership did not increase in that respect and at the end of the year the league lost its entire lady membership in the withdrawal of Miss Smith.

The league is not above associating with that much-abused class, professional wheelmen, admitting them to membership and to all the social privileges of the league, but it does not recognize them as of the same standing as amateurs in contests on the racing path, which, to be sure, is all well enough.

The league is doing everything possible to promote the interests of wheelmen, and as an evidence that its efforts are appreciated, the membership is constantly increasing. This little association having survived the vicissitudes of four twelve-months, as the genial but erratic Rip would say, "May it live long and prosper."

The Literature of the Wheel.

It would doubtless be a matter of considerable surprise to one outside the wheeling fraternity to learn the extent which the literature of this comparatively recent sport has attained. Surely no other pastime can make as good a showing in this respect in so short a time. Wheeling is a sport which seems to have been cultivated more largely by persons of education and literary acquirement, than any other of the diversions which are embraced in the term, "polite recreation." And to be able to say that a sport which has had so short an existence in this country can lay claim to so extensive a literature of its own, should be a matter of considerable pride to every wheelman. But probably there are scores of 'cyclers throughout the country who are ignorant of the full extent of the literature which has been produced through the inspiration of the wheel, and, for the benefit of those of that class whose hands this little book may fall into and as a means of reference for those who may be better informed on this point, the following titles of all the periodicals in the English language devoted to the wheel and of every book connected with the sport that has ever been produced in America, are enumerated, as far forth as has been possible to obtain. The information is not given as a matter of puffery for the publications in question, but solely as a matter of interest and convenience to

the wheeling public, and in pursuance of a policy first advocated by Karl Kron,* who has lent his willing hand in the compilation of the following matter.

The following is a list of 'cycling journals, giving date of first issue of each, and is believed to include all those which are now regularly published in the English language: — *L. A. W. Bulletin* (July 2, '85), weekly, $1; Philadelphia, Pa., 506 Market St. *Wheelman's Gazette* (Apr., '83), monthly, 50 c.; Springfield, Mass. *Bicycling World* (Nov. 15, '79), weekly, $1; Boston, Mass., 179 Tremont St. *Cycle* (Apr. 2, '86), weekly, $1.50; Boston, Mass., 22 School St. *Wheel* (Sept. 25, '80), weekly, $1; New York, 12 Vesey St. *Southern Cycler* (Nov., '84), monthly, 50 c.; Memphis, Tenn. *Bicycle South* (Dec., '84), monthly, 50 c.; New Orleans, La., 116 Gravier St. *Star Advocate* (Mar., '85), monthly, 50 c.; East Rochester, N. H. *American Wheelman* (Aug., '85), monthly, 50 c.; St. Louis, Mo., 516 Olive St. *Vermont Bicycle* (April, '86), monthly, 25 c.; West Randolph, Vt. *Recreation* (July 3, '86), weekly, $1.50; Newark, N. J. *Canadian Wheelman* (Sept., '83), monthly, $1; London, Ont. *C. T. C. Monthly Gazette* (Oct., '78), 3 s.

* This chapter has been prepared from the manuscript of the thirty-eighth chapter of "Ten Thousand Miles on a Bicycle" (725 pages of 450,000 words; bound in cloth, with gilt top; appendix of 3,500 subscribers' names instead of the usual advertisements; price, $1.50), a wheelman's gazetteer of American roads, which Karl Kron expects to publish in Sept., after three years' elaboration. We fully agree with his argument that all publishers of books, pamphlets, papers and price-catalogues, devoted to the 'cycling trade, ought to give all the incidental help which they can to the spread of 'cycling literature. He offers to supply without charge an electrotype in nonpareil (6 1-4 by 3 3-4 inches, comprising nearly 1,000 words), advertising all such literature now in the American market. He also sends table of contents, descriptive circulars and specimen chapter free. His address is the University Building, Washington Square, New York City, D.

6 d.; London, Eng., 139 and 140 Fleet St. *Cyclist* (Oct. 22, '79), weekly, 6 s. 6 d.; Coventry, Eng., 12 Smithford St. *Bicycling News* (Jan., '76), weekly, 6 s. 6 d.; London, Eng., 98 Fleet St. *Wheeling* (Apr. 30, '84), weekly, 6 s. 6 d.; London, Eng., 152 Fleet St. *Cycling Times* (May, '77), weekly, 6 s. 6 d.; London, Eng., East Temple Chambers, Whitefriars St. *Tricycling Journal* (June 15, '81), weekly, 6 s. 6 d.; London, Eng., Hammersmith Printing Works. *Wheel World* ('80), monthly, 6 s.; London, Eng., 98 Fleet St. *Irish Cyclist and Athlete* (May 15, '85), fortnightly, 5 s. 5 d.; Dublin, 40 Lower Sackville St. *Irish Cycling and Athletic Journal* (Nov., '85), weekly, 6 s. 6d.; Dublin. *Australian Cycling News* (Aug. 31, '83), fortnightly, 7 s.; Melbourne, Vict., 47 Queen St.

Of the prints which are no longer in the market, the earliest mention belongs to the *American Bicycling Journal*, which made 14 regular fortnightly issues, Dec. 22, '77, to June 22, '78, and 4 later ones in '79. It was published at 178 Devonshire street, Boston, at 10 c. a copy, or $2.50 a year. The proprietors were Cunningham, Heath & Co., the earliest firm organized for the importation of bicycles into this country, and the editor was their junior partner, Frank W. Weston. Another notable monument in the journalistic cemetery is that made by the 15 monthly numbers of the *Wheelman*, Oct., '82, to Dec., '83, an illustrated octavo magazine of 80 double-column pages, handsomely printed. The publishers were the Wheelman Co. of 608 Washington St., Boston, Mass. J. S. Phillips was literary editor; and Charles E. Pratt, contributing editor. The magazine was subsequently merged into *Outing*, a magazine of general outdoor recreation, which was begun in May, '82, at Albany,

N. Y., by W. B. Howland, the two appearing under the title of *Outing and The Wheelman*. This style was retained until the 30th number (Mar., '85), completing the fifth semi-annual volume. It was then published at 175 Tremont St., Boston, by the Wheelman Co. Charles Richards Dodge was editor after the *Wheelman* series ended in Dec., '83. Since the Feb., '86, issue, the Outing Co. has published it at 140 Nassau St., N. Y.; with Poultney Bigelow as editor. The number of pages was increased from 80 to 128 in Apr., '84, when the name *Wheelman* was removed from the cover, and the price increased from $2 to $3 a year. The semi-annual volumes, bound in cloth, are advertised at $1.50 each for the first five, and $2 each for the later ones. A creditable fortnightly was the *Philadelphia Cycling Record*, which made 26 appearances, beginning Mar. 7, '84. The publisher was H. B. Hart, 811 Arch St., Philadelphia, Pa.; Melmoth M. Osborne, editor. The *Western 'Cyclist*, eight pages, was published at Ovid, Mich., by the Ovid Bi. Club, as a monthly at 24 c. a year, in Apr., '83; subsequently issued as a semi-monthly at 50 c. It was the official organ of the Michigan Div. W. C. Marvin was managing editor till May 15, '85, and C. S. Reeves till Dec. 1, when it died. The *Cleveland Mercury* was the official organ of the Ohio Div. and published monthly by the Cleveland Bi. Club, at 10 c. for the half year, Apr. to Sept., '84. Alfred Ely, Jr., was editor. The second volume began in Apr., '85, with its name changed to *Cycling* and its subscription price placed at 50 c. a year, but after the Sept. No., it was merged into the *Springfield Wheelman's Gazette*. *The Bicycle* was a semi-monthly published at Montgomery, Ala., from July 15, '84, to Oct. 15, '85, at $1. Frank X. Mudd and J. C. McKen-

zie, the original editors and proprietors, issued the first 6 numbers, and R. H. Polk the remaining 24. The *Cycle* was the name of a monthly issued in '83 by H. E. Nelson and C. H. Fisher of Milford, Mass., at 35 c. a year, only a half dozen numbers appearing. The *Hamilton Wheel Journal* was started in May, '85, as a monthly, but only one number was ever heard of. Of the same date was the *Yale Cyclist*, designed to advertise the races of the Yale Bi. Club. Similarly, the fourth annual fall races of the New Haven Bi. Club were promoted by the *New Haven Bicycle Herald* (Sept., '83; price, 5 c.); and the *Elizabeth Wheelman* (Dec., '84) was issued in support of an exhibition by a club of that name. The *Bicycle*, Vol. 1, No. 1 (illustrated, Feb., '81), was published by W. M. Wright, 160 Fulton St., N. Y., for gratuitous distribution. Perhaps the *California Athlete* should be added to the list. It was a weekly journal of Pacific sports ($2.50), published by Ben Benjamin at San Francisco, Cal., which made nine appearances beginning Apr. 11, '85, and afterwards transferred its good-will and editor to the *Ingleside*, one of the pages of which, edited by C. A. Biederman, serves as the official organ of the California Div. *The Bicycler's Record* was the name of a well got up sheet which made two appearances and was published by the Lawrence, Mass., Bicycle Club in Jan. and Feb., '84, to advertise tournaments.

The following is a list of American books and pamphlets concerning the subject now in the market. They are bound in cloth unless otherwise specified: — "Lyra Bicyclica: Sixty Poets on the Wheel" (2d ed., Mar., '85); 50 and 75 c.; J. G. Dalton, author, 36 St. James ave., Boston, Mass. (1st. ed., Oct., '80, "Forty Poets," 20 c.) "Wheel Songs," poems of bicycling, by S.

Conant Foster (July, '84, illust., $1.75) ; N. Y.: Outing Company, 140 Nassau street. "Rhymes of the Road and River," by "Chris. Wheeler" [Arthur Henry MacOwen] (Nov., '85, $2) ; Philadelphia, Pa.: E. Stanley Hart & Co., 321 Chestnut St. "A Canterbury Pilgrimage," ridden, written and illustrated by Joseph and Elizabeth Robins Pennell (Aug., '85, paper, 50 c.); N. Y.: C. Scribner's Sons, 743 Broadway. "In and Around Cape Ann," a guide to Gloucester and vicinity, for the wheelman tourist and summer visitor (Aug., '85, illust., 75 c.) ; John S. Webber, Jr., author, Gloucester, Mass. "Road Book of Long Island" (Apr., '86, $1), tabulated statistics of the best riding within 50 m. of N. Y. City, with special maps; A. B. Barkman, compiler, 608 Fourth Ave., Brooklyn, N. Y. "Canadian Wheelmen's Ass'n Guide" (Apr., '84, 50 c.) ; a revised and enlarged ed., with maps, to be published in Sept., '86, by the secretary, H. B. Donly, Simcoe, Ont. The second "Hand-book of the Ohio Division" (May, '86; T. J. Kirkpatrick, Springfield) is sold to League members only, for $1; the 1st ed. (Mar., '85) contained nothing about roads. "Road and Hand-book of Pa., N. J. and Md." (2d ed., '86, flexible leather, $1), contains maps, descriptions and tabulated statistics of 12,000 miles; H. S. Wood, Box 916, Philadelphia, Pa. "Cyclist's Road Book of Boston and Vicinity" (2d ed., May 20, '86) ; 55 routes given by streets; mailed for 15 c. by the compiler, A. L. Atkins, 17 West Walnut Park, Boston, Mass. (1st ed., Mar., '85.) "Wheelman's Hand-book of Essex County" (3d ed., revised and enlarged, July, '86) ; mailed for 20 c. by the compiler, George Chinn, Beverly, Mass. Old eds. (1st ed., Apr., '84; 2d, May, '85), free for 3-c. stamp. "Star-Rider's

Manual" (2d ed., Mar., '86; 75 c.), an instruction book on the use of the American Star bicycle; E. H. Corson, author, East Rochester, N. H. (1st ed., Jan., '84.) "A. B. C. of Bicycling" (Apr., '80; 10 c.), instructions for beginners, by H. B. Hart, 811 Arch St., Philadelphia, Pa. "Bicycle Tactics," a manual of drill for clubs (Apr., '84; 20 c.), by T. S. Miller, 162 Washington St., Chicago, Ills. "Club Songs" (set to popular airs; 25 c.), by A. S. Hibbard, Arthur Young and T. S. Miller. "Wheels and Whims: a 'cycling novel," by Mrs. F. T. McCray and Miss E. L. Smith (May, '84; illust., $1.25); Boston: Cupples, Upham & Co.; 2d ed., May, '86, paper, 50 c., J. S. Browning, 91 Oliver St., Boston, Mass. "Wheelman's Reference Book" (May, '86, illust., $1; paper, 50 c.); Hartford, Conn.: Ducker & Goodman. "Cyclist's Record Book," for recording rides (Feb., '84, 30 c.; roan leather, 50 c.), by C. D. Batchelder, Lancaster, N. H. "My Cycling Log Book" (May, '86, $1.25), for recording rides, by Frank W. Weston; published by C. H. Whiting, 168 Devonshire St., Boston, Mass. "Blank Road Book, as adopted by the Pennsylvania and New Jersey Divisions" (July, '86, 125 detachable blanks, bound in flexible cloth, 28 c.), by H. S. Wood, "designed for the combined uses of correspondence and publication, in compiling official road books for the League;" mailed by T. H. Wright, Box 1619, Philadelphia, Pa. "Amateur Bicycle Repairing" (18 mo., flexible leather, 25 c.), by Col. Horace Park, published at Cincinnati, in '85 or earlier, by R. Clarke & Co. "The Advantages of Cycling, with practical suggestions on learning and riding, by 5678" (Feb., '86, pp. 16); privately printed for L. H. Porter, East Orange, N. J. "What and Why: Some Common Questions Answered" (1st ed., Apr., '84;

2d ed., completing 100,000 copies, Apr., '86), by Chas. E. Pratt; distributed by the Pope Mfg. Co., Boston, which also issued (Apr., '86; 8 vo.), an ornamental "no-na me scrap-book," composed of fac-simile reproductions of newspaper and magazine clippings in praise of 'cycling. "The Agent's Guide; or, How to Make Money by Selling 'Cycles" (1st ed. of 5,000, Feb., '86; 2d ed., July), by H. D. Corey; distributed by Stoddard, Lovering & Co., Boston. "The Book of Berkshire" (June, '86; leatherette, 75 c.; paper, 50 c.), has one feature got up especially for wheelmen and contains a large road map of Berkshire County; published by Clark W. Bryan & Co., Holyoke, Mass. Road books of Conn., Mich., N. Y. and other States are in preparation.

More interesting to the general reader than any 'cycling book now in existence will be Thomas Stevens's "Around the World on a Bicycle," to be reproduced in '88 from the series of illustrated articles which *Outing* has published monthly since Apr., '85. More voluminous than any other is "Ten Thousand Miles on a Bicycle" (Sept., '86, $1.50), for it will probably contain a greater number of words than all the above catalogued books and pamphlets combined. Specimen chapter mailed free by Karl Kron, New York City, D.

Among books which are no longer in the market, the most important is the "American Bicycler," by Charles E. Pratt, Boston, Mass. 1st ed. was issued March, '79 (illust.), and sold for $1. A 2d ed. was issued in June, '80, at 50 c. "Over the Handles and other 'Cycling Sketches: the Wheelman's Annual for 1881" and "Whirling Wheels: the Wheelman's Annual for 1882" were published by James P. Burbank, Salem, Mass., at $1; paper, 35 c. "A Bicycle Tour in England and Wales," by A.

D. Chandler and J. C. Sharp, Jr., of the Suffolk Bi. Club, was published, '81, by A. Williams & Co., Boston, Mass., at $3, illust. The "Wheelman's Record Book" (May, '84) was published by the John Wilkinson Co., Chicago, Ills., at 50 c. in leather. "The Wheelman's Log Book for 1881" was issued by F. Jenkins, 21 Park Row, N. Y., at 25 c. in paper. The "First Annual Hand-book of the Massachusetts Division," L. A. W., compiled by the (then) Chief Consul Edward K. Hill of Worcester, Mass., was published in 1884 by James P. Burbank, Boston, Mass., at 25 c. in paper. "Road Book of Western New York" (June, '85, paper, 2 c.); Buffalo: Bull & Bowen. The "Hand-book of the Missouri Division" (St. Louis: E. M. Senseney; '85) contains no mention of roads. The L. A. W. issued an unnamed hand-book in Sept., '81, at 50 c. in paper, and announces a smaller one for 2 c. in '86. The official programme of its seventh annual meet was a handsomely printed pamphlet of 32 pp. with ornamental cover of unique design.

ABBREVIATIONS AND CONTRACTIONS.

The abbreviations and contractions used in this book are, with the following exceptions, those which are in general use and readily comprehended:

Bi. — Bicycle.

C. T. C. — Cyclists' Touring Club of England.

L. A. W. — League of American Wheelmen.

L. E. C. W. — League of Essex County Wheelmen.

Tri. — Tricycle.

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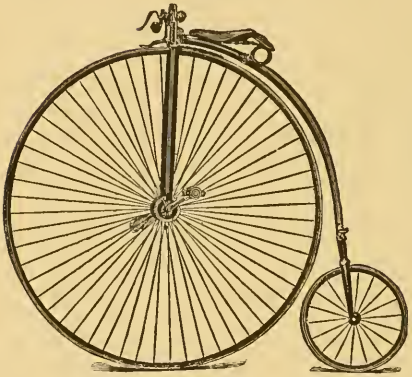

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The Century Magazine and The Wheel,	4.00 a year.
Harper's Magazine and The Wheel,	4.00 a year.
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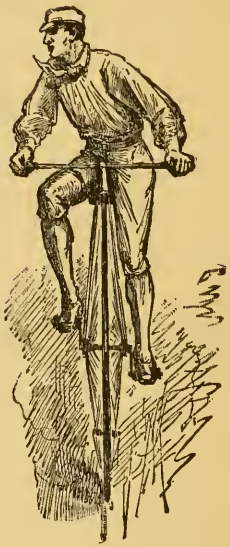

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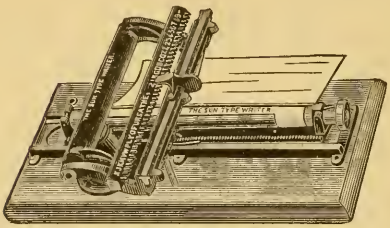

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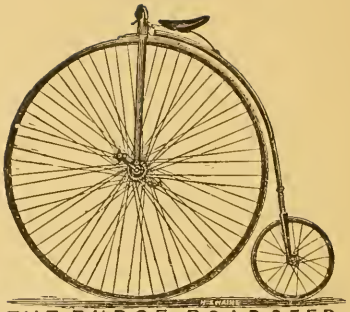

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